

# SEAWAHAKA TO REPRESENT U.S.

Crane's Little Yacht Will Sail Against the Canadian Cup Holder.

SHOWS HER SUPERIORITY.

She Outsails Her Rival, Akabo, in the Final Races Off Oyster Bay.

By Duncan Gurry.

After an exhaustive series of trial races, extending over a period of ten days, the Race Committee of the Seawanhaka-Corliss Yacht Club yesterday selected the Seawanhaka to represent this country in Canada next month, when the small boat championship of the world will be decided on Lake St. Louis, near Montreal. Up to yesterday many thought the Akabo was the better boat, but yesterday's and the previous day's races settled all doubt on that point, as the Seawanhaka won six straight races. Not only did the Seawanhaka beat the Akabo, but the much-deepened Akabo also beat her in two out of the three races sailed.

Failing the whole series of twelve races sailed, the Seawanhaka won ten, and the committee could have made no other selection. Yesterday's contests were sailed over a triangular course of four miles, and the wind ranged from a flat calm up to a good sailing breeze at the finish.

When the first race was started, at 1:20, there was a light breeze from the north-east. The Akabo and Seawanhaka crossed almost with the whistle, the latter to windward, and the Akabo nearly two lengths away in the wake of Seawanhaka. All were close hauled on the starboard tack and footing very fast in the light air. Immediately after crossing the Akabo went about to port, followed by the others. This brought the Seawanhaka broad on the water, and she was able to make the Akabo's beam. The Akabo, however, was in too close, and she was unable to make the Akabo's beam.

The second leg was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The wind veered out considerably by the time the second race was started, and Akabo drifted across the line in the lead, with Akabo half a length away and to windward, and Seawanhaka for the first time lost. All crossed on the starboard tack, but within two minutes afterward there was a dead calm and the boats drifted about until the new wind, which had been observed in the harbor, came out from the southwest. The Crane boat was the first to feel it, and she made a lunge on the starboard tack, they laid their course for the Lloyd's Neck mark, around which they gybed with Seawanhaka in the lead and Akabo in second.

The third race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The fourth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The fifth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The sixth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The seventh race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The eighth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The ninth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The tenth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The eleventh race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The twelfth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The thirteenth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The fourteenth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The fifteenth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The sixteenth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The seventeenth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The eighteenth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The nineteenth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The twentieth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The twenty-first race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The twenty-second race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The twenty-third race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The twenty-fourth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The twenty-fifth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The twenty-sixth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The twenty-seventh race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The twenty-eighth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The twenty-ninth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.

The thirtieth race was a broad reach on the port tack, and Akabo assumed the lead over the Seawanhaka. When the Akabo was about half way over the line, the Seawanhaka was to windward and ran into the lead. Her advantage was short, however, and the last named boat turned the outer mark with a good lead. Akabo was second and Akabo, practically out of the race, was a dead heat. The last leg was a close reach, and there was no material difference in the relative positions of the contestants at the finish.



How CORBETT WEARS HIS HAIR.

CORBETT'S TRAINING PARTNERS.



TOM CORBETT McVEY CORBETT KID GREEN.

## Some Views of Corbett and His Training Partners.

IM CORBETT'S radical change in the manner of dressing his hair, as exclusively announced in the Journal, has created considerable stir in pugilistic circles. Scoffers have asserted that Corbett still retains his pompadour and that the story was a campaign yarn. In order to set at rest all doubts on the matter, the Journal here presents a photograph of Corbett, taken in his training quarters at Asbury Park Wednesday afternoon.

Incredulous persons will observe that the celebrated pompadour has entirely disappeared. There is also a well defined parting down the centre of the head, and while the front locks are slightly rebellious, yet they are brushed down on the temples. This makes a complete change in the frontal appearance of the boxer.

The group picture shows Corbett in the centre, with Con McVey, chief trainer, on the right. The sturdy young fellow with light dumbbells in his hands is George Green (Young Corbett), who, while assisting his chief in training, is also preparing himself for an encounter with mysterious Billy Smith on July 29. Green is now in good condition.

The youngster next to Corbett and the young man on the extreme right are well known residents of Asbury Park, who are pleased to assist Corbett in his work. Tom Corbett, youngest of the Corbett boys, also stood in the group, at the extreme left, but he stood in a shadow and failed to develop.

The photograph of the cottage shows the luxurious abode occupied by the boxer and Mrs. Corbett.

## ADMIRAL DEWEY NOW A YACHTSMAN

With Captain Sigsbee and Others, He Is Made a Member of the New York Yacht Club.

The New York Yacht Club met at Delmonico's Beaver street place yesterday afternoon. Commodore J. Pierpont Morgan presided, and J. V. S. Oddie acted as secretary. Very little business was transacted, outside of the election of new members, except that Treasurer John H. Taylor was elected to the position of secretary.

The number of naval officers were elected yesterday, including Rear Admiral Dewey, of Manila fame, who was proposed for honorary membership by Commodore Morgan. The other officers of the navy elected included Captain Charles D. Sigsbee, formerly in command of the ill-fated Maine, and Captain John C. Rodolph, of the St. Paul, and George B. Wilson, U. S. N.

Mrs. Bessie Bardsley Van Winkle, the owner of the steam yacht Maudslayi, was elected a full member. The other new members included A. Bleecker Banks, Joseph S. Fay, Jr., John D. Crimmins, Jr., Seymour Hyde, William P. Riney, John C. Rhodes, Reginald Brooks, Thomas Hugh Kelly and Frederic R. Couderc.

Admiral Dewey, who was proposed for honorary membership by Commodore Morgan, was elected a full member. The other new members included A. Bleecker Banks, Joseph S. Fay, Jr., John D. Crimmins, Jr., Seymour Hyde, William P. Riney, John C. Rhodes, Reginald Brooks, Thomas Hugh Kelly and Frederic R. Couderc.

The New York Yacht Club met at Delmonico's Beaver street place yesterday afternoon. Commodore J. Pierpont Morgan presided, and J. V. S. Oddie acted as secretary. Very little business was transacted, outside of the election of new members, except that Treasurer John H. Taylor was elected to the position of secretary.

The number of naval officers were elected yesterday, including Rear Admiral Dewey, of Manila fame, who was proposed for honorary membership by Commodore Morgan. The other officers of the navy elected included Captain Charles D. Sigsbee, formerly in command of the ill-fated Maine, and Captain John C. Rodolph, of the St. Paul, and George B. Wilson, U. S. N.

Mrs. Bessie Bardsley Van Winkle, the owner of the steam yacht Maudslayi, was elected a full member. The other new members included A. Bleecker Banks, Joseph S. Fay, Jr., John D. Crimmins, Jr., Seymour Hyde, William P. Riney, John C. Rhodes, Reginald Brooks, Thomas Hugh Kelly and Frederic R. Couderc.

Admiral Dewey, who was proposed for honorary membership by Commodore Morgan, was elected a full member. The other new members included A. Bleecker Banks, Joseph S. Fay, Jr., John D. Crimmins, Jr., Seymour Hyde, William P. Riney, John C. Rhodes, Reginald Brooks, Thomas Hugh Kelly and Frederic R. Couderc.

The New York Yacht Club met at Delmonico's Beaver street place yesterday afternoon. Commodore J. Pierpont Morgan presided, and J. V. S. Oddie acted as secretary. Very little business was transacted, outside of the election of new members, except that Treasurer John H. Taylor was elected to the position of secretary.

The number of naval officers were elected yesterday, including Rear Admiral Dewey, of Manila fame, who was proposed for honorary membership by Commodore Morgan. The other officers of the navy elected included Captain Charles D. Sigsbee, formerly in command of the ill-fated Maine, and Captain John C. Rodolph, of the St. Paul, and George B. Wilson, U. S. N.

Mrs. Bessie Bardsley Van Winkle, the owner of the steam yacht Maudslayi, was elected a full member. The other new members included A. Bleecker Banks, Joseph S. Fay, Jr., John D. Crimmins, Jr., Seymour Hyde, William P. Riney, John C. Rhodes, Reginald Brooks, Thomas Hugh Kelly and Frederic R. Couderc.

Admiral Dewey, who was proposed for honorary membership by Commodore Morgan, was elected a full member. The other new members included A. Bleecker Banks, Joseph S. Fay, Jr., John D. Crimmins, Jr., Seymour Hyde, William P. Riney, John C. Rhodes, Reginald Brooks, Thomas Hugh Kelly and Frederic R. Couderc.

The New York Yacht Club met at Delmonico's Beaver street place yesterday afternoon. Commodore J. Pierpont Morgan presided, and J. V. S. Oddie acted as secretary. Very little business was transacted, outside of the election of new members, except that Treasurer John H. Taylor was elected to the position of secretary.

The number of naval officers were elected yesterday, including Rear Admiral Dewey, of Manila fame, who was proposed for honorary membership by Commodore Morgan. The other officers of the navy elected included Captain Charles D. Sigsbee, formerly in command of the ill-fated Maine, and Captain John C. Rodolph, of the St. Paul, and George B. Wilson, U. S. N.

Mrs. Bessie Bardsley Van Winkle, the owner of the steam yacht Maudslayi, was elected a full member. The other new members included A. Bleecker Banks, Joseph S. Fay, Jr., John D. Crimmins, Jr., Seymour Hyde, William P. Riney, John C. Rhodes, Reginald Brooks, Thomas Hugh Kelly and Frederic R. Couderc.

Admiral Dewey, who was proposed for honorary membership by Commodore Morgan, was elected a full member. The other new members included A. Bleecker Banks, Joseph S. Fay, Jr., John D. Crimmins, Jr., Seymour Hyde, William P. Riney, John C. Rhodes, Reginald Brooks, Thomas Hugh Kelly and Frederic R. Couderc.

The New York Yacht Club met at Delmonico's Beaver street place yesterday afternoon. Commodore J. Pierpont Morgan presided, and J. V. S. Oddie acted as secretary. Very little business was transacted, outside of the election of new members, except that Treasurer John H. Taylor was elected to the position of secretary.

The number of naval officers were elected yesterday, including Rear Admiral Dewey, of Manila fame, who was proposed for honorary membership by Commodore Morgan. The other officers of the navy elected included Captain Charles D. Sigsbee, formerly in command of the ill-fated Maine, and Captain John C. Rodolph, of the St. Paul, and George B. Wilson, U. S. N.

Mrs. Bessie Bardsley Van Winkle, the owner of the steam yacht Maudslayi, was elected a full member. The other new members included A. Bleecker Banks, Joseph S. Fay, Jr., John D. Crimmins, Jr., Seymour Hyde, William P. Riney, John C. Rhodes, Reginald Brooks, Thomas Hugh Kelly and Frederic R. Couderc.

Admiral Dewey, who was proposed for honorary membership by Commodore Morgan, was elected a full member. The other new members included A. Bleecker Banks, Joseph S. Fay, Jr., John D. Crimmins, Jr., Seymour Hyde, William P. Riney, John C. Rhodes, Reginald Brooks, Thomas Hugh Kelly and Frederic R. Couderc.

The New York Yacht Club met at Delmonico's Beaver street place yesterday afternoon. Commodore J. Pierpont Morgan presided, and J. V. S. Oddie acted as secretary. Very little business was transacted, outside of the election of new members, except that Treasurer John H. Taylor was elected to the position of secretary.

## SHORT DISTANCE

Talent to Race.

Fastest Cycle Sprinters in the Country to Appear To-morrow.

The National Cycle Track Association will make a return match at Any Time.

The National Cycle Track Association, which is behind Eddie McDuffie, as well as Tom Linton, came out yesterday with a formal offer to beat either McDuffie or Linton against Michael at any time for as large a bet as the Michael party cared to make.

"Last year," said the McDuffie manager, "when we wanted a return match with Michael after he had beaten our man we could not get it. This year we are anxious to accommodate the Michael people, and just as quickly as they want to make the match we will run the race."

Besides the Michael-Linton paced argument to-morrow at Manhattan Beach there will be some lively skirmishes among the short-distance talent entered, as it comprises the best in the country. On the national circuit this season there is included in each meet a championship event, one of the series which will stamp the man of the year.

Bald, the champion of three years, has had the misfortune to meet defeat on two occasions this season at the Beach track, and he has made up his mind to show the metropolitan public to-morrow that he is still the king of them all. But he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

## M'DUFFIE READY FOR MICHAEL

National Cycle Track Association Will Make a Return Match at Any Time.

The National Cycle Track Association, which is behind Eddie McDuffie, as well as Tom Linton, came out yesterday with a formal offer to beat either McDuffie or Linton against Michael at any time for as large a bet as the Michael party cared to make.

"Last year," said the McDuffie manager, "when we wanted a return match with Michael after he had beaten our man we could not get it. This year we are anxious to accommodate the Michael people, and just as quickly as they want to make the match we will run the race."

Besides the Michael-Linton paced argument to-morrow at Manhattan Beach there will be some lively skirmishes among the short-distance talent entered, as it comprises the best in the country. On the national circuit this season there is included in each meet a championship event, one of the series which will stamp the man of the year.

Bald, the champion of three years, has had the misfortune to meet defeat on two occasions this season at the Beach track, and he has made up his mind to show the metropolitan public to-morrow that he is still the king of them all. But he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands of John West, the Western flyer will never lack for condition when he mounts a wheel.

Tom Cooper is now moving in something like the form he displayed in 1892, and he will have some hard propositions in the way. Gardner now leads in the point struggle, and he is determined to hold his position at the top of the heap. In the hands